



## MEMORANDUM FOR RECORD

**Douglass Brazy**  
**Air Safety Investigator**  
**Eastern Region Aviation**

**December 16, 2019**

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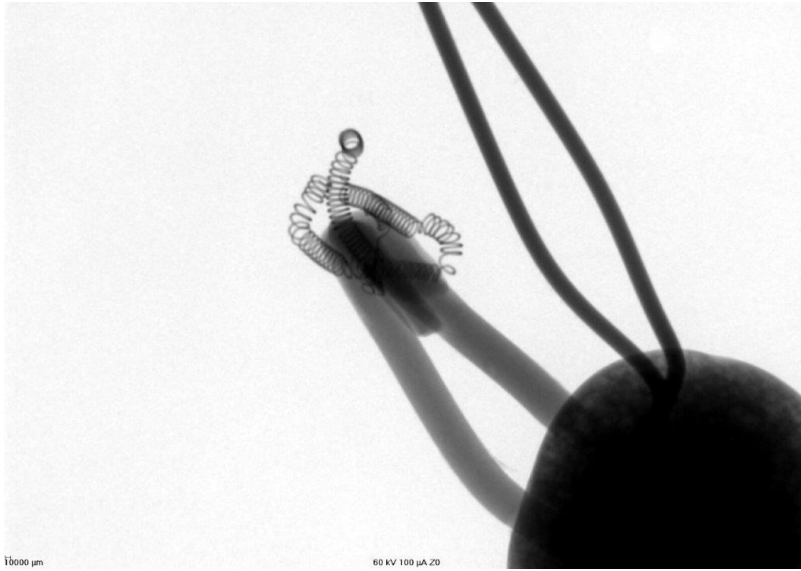
**Subject:** NTSB investigation ERA19FA155, N9693E, Bellanca 17-30A, Henderson, Kentucky, April 23, 2019.

Nancy McAtee, NTSB Chemist, provided the following information via email on December 16, 2019:

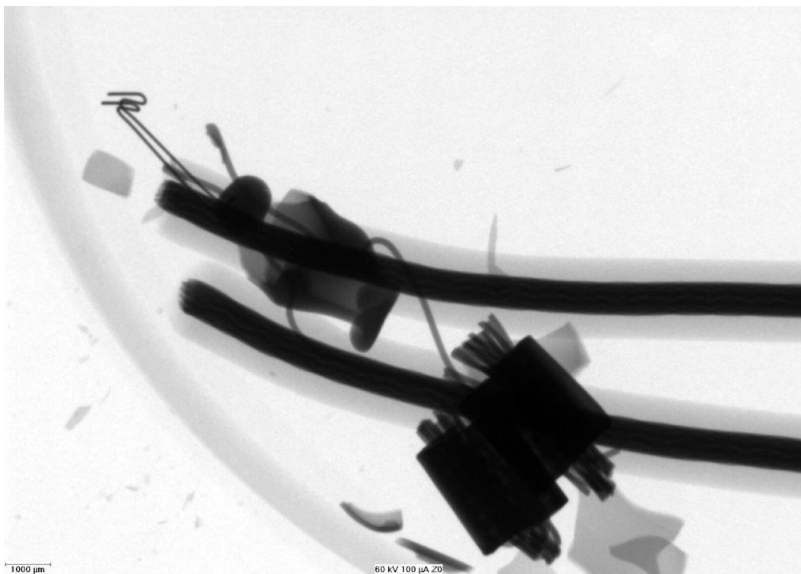
*Three annunciator light bulbs were submitted to the Materials Laboratory to determine the condition of the filaments in each bulb. The bulbs were designatde "Right Fuel", "Aux Fuel" and "Left Fuel".<sup>1</sup> The bulbs were x-rayed to examine the status of the filaments of each bulb. The left and aux bulbs were damaged. The globes of both bulbs were broken. There was no filament present in the left fuel bulb. There was a small section of filament still attached to the posts of the aux fuel bulb. The filament showed evidence of stretching. However, due to the damage to the bulb, it could not be determined if the stretching was a result of hot filament stretching. The right fuel bulb was intact. The filament of the right bulb was also intact. The filament of the right bulb exhibited hot filament stretching.*

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<sup>1</sup> Originally mislabeled as "low fuel" bulbs. Subsequently determined to be the 'selected tank' indicator bulbs.



*Figure 1 - "AUX" Fuel Light Bulb*



*Figure 2 - "Left" Fuel Light Bulb*



*Figure 3 - "Right" Fuel Light Bulb*

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